D. Limitations Of Service

1. SWBT is not responsible for adverse effects on any service, facility or equipment from the use of LNP service.

2. End-to-end transmission characteristics may vary depending on the distance and routing necessary to complete calls over LNP facilities and the fact that another carrier is involved in the provisioning of service. Therefore, end-to-end transmission characteristics cannot be specified by SWBT for such calls.

E. Service Descriptions

1. Local Number Portability (LNP)-Remote. LNP-Remote is an Exchange Service whereby a call dialed to an LNP-Remote equipped telephone number, assigned to SWBT, is automatically forwarded to an LSP-assigned, 7 or 10 digit local telephone number. The forwarded-to-number is specified by the LSP at the same location.

2. LNP-Remote provides a single call path for the forwarding of no more than one simultaneous call to the LSP's specified forwarded-to number. Additional call paths for the forwarding of multiple simultaneous calls are available on a per path basis at rates specified herein.

3. The LSP-assigned forwarded-to number shall be treated as two separate calls with respect to interconnection composition, end user toll billing and intercompany settlement and access billing, i.e., an incoming call to the SWBT ported number shall be handled like any other SWBT call being terminated to that end office and the ported call to the LSP assigned telephone number in the LSP switch shall be handled as any local calls between SWBT and the LSP.

4. Where facilities exist, SWBT will provide identification of the originating telephone number, via SS7 signaling, to the LSP.

F. Rates and Charges

Rates and charges are contained in Schedule 1, Price List. However, nothing herein shall be interpreted to suggest that Brooks agrees that the rates hereunder comply with current FCC's orders regarding INP cost recovery and compensation.

The Parties shall comply with all effective FCC, Commission and/or court orders governing INP cost recovery and compensation. To the extent such an order is

issued which specifically directs different treatment of INP-related payments previously made between the Parties pursuant to this Section 13.0, the Parties shall within thirty (30) days of the issuance of such order true-up all such previous INP-related payments to reflect such order. To the extent subsequent regulatory or court action overturns those provisions of such order which created the impact on the Parties' prior payments, within thirty (30) days of such action the Parties shall likewise true-up to reflect such subsequent regulatory or court action.

Neither Party waives its rights to advocate its views on INP cost recovery, or to present before any appropriate regulatory or other agency its views on FCC or Commission actions pertaining to INP cost recovery.

The Parties further agree that Brooks shall have the option to purchase INP pursuant to Section 28.15(11) should more favorable terms and conditions be made available by SWBT to any other person, whether by tariff revision, subsequent voluntarily negotiated and approved agreement or arbitrated and approved agreement at any time during the term of this Agreement.

III. TERMS AND CONDITIONS UNDER WHICH LSP SHALL PROVIDE LNP TO SWBT.

LSP shall provide LNP to SWBT under terms and conditions no less favorable than those described in Section II, above.

IV. TERMINATING COMPENSATION FOR INP CALLS BASED ON PERCENTAGES OF TRAFFIC TYPE

The following methods will be used to implement intercompany INP compensation adjustments.

1. When SWB ports numbers to an LSP, the parties agree to an administrative intercompany compensation adjustment process to unify the interim ported number process. This unified adjustment will be in accordance with the supplemental settlement process outlined below:

A. SWB interLATA or intraLATA access billing and LSP local interconnection settlement billing will treat all ported calls as two separate call segments in the monthly billing systems.

B. SWB will quantify the total monthly terminating ported minutes of use to the LSP by each originating SWB end office.

C. SWB will quantify the total monthly interstate, intrastate and local minutes of use in those SWB end offices with Item B. above.

D. Each month, using the percentages developed with Item C. above, SWB will calculate by end office the interstate and intrastate access adjustment amounts from the initial billing amounts under Item A. for subsequent payment to LSP. The settlement computation furnished to the LSP will be summarized on a total of all SWBT offices impacted by an LSP serving area. Thisadjustment will be based on the agreed to SWB access rate elements listed below.

Access Element	Interstate Access Rate	Intrastate Access Rate
CCL	SWBT	SWBT

E. Each month SWB will calculate a local interconnection settlement billing credit related to the interstate and intrastate (non-local) ported calls from the initial billing amounts under Item A. The billing credit for these non-local calls will be included with the calculation under Item D. for subsequent reimbursement to SWB on an net payment basis to the LSP.

1. The parties agree that LSP will reciprocate under the above administrative intercompany compensation adjustment process when LSP ports numbers to SWB. This reciprocal adjustment process will be based on the agreed to LSP access rate elements listed below:

Access Element	Interstate Access Rate	Intrastate Access Rate
CCL	Brooks	Brooks

APPENDIX NMC

AUGUST 1996

Appendix NMC

I. TYPES OF NETWORK MANAGEMENT CONTROLS

Network Management controls are generally classified into one of two categories. These are protective (sometimes called restrictive) or **expansive** controls.

A. PROTECTIVE CONTROLS: Protective controls are used to reduce the volume of network attempts to a particular switching system, trunk group, geographical area code, or a particular telephone destination address. With the exception of the SKIP controls, any call affected by a protective control is normally sent to an announcement or office overflow(120 IPM). The following are considered to be protective controls:

Cancel From	CANF
Cancel To	CANT
Call Gap[1]	CG
Code Block[2]	CB
Dynamic Overload Control[3]	DOC
Preprogrammed Control[4]	PP
Selective Incoming Load Control	SILC
Skip	Skip

B. EXPANSIVE CONTROLS: Expansive network controls are used to divert network traffic to trunk groups outside the normal routing path. This diverting, called rerouting, can take place before or after the traffic has been offered to the controlled trunk group. Rerouting is used to compensate for temporary shortage of capacity in the normal routing choices. These shortages could be the result of facility failures, trunk outage, machine failures, or traffic volumes in excess of engineered capacity. **Expansive controls** consist of the following types of reroutes:

Immediate Reroute	IRR
Immediate Reroute Spray	IRRS

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[1]These are code controls and trunk group controls.

[2]These are code controls and trunk group controls.

[3] DOC may activate either protective or expansive controls.

[4] PP may be either protective or expansive depending on the translation information in the PP.

Preprogrammed Control[5]	PP
Regular Reroute	RR
Regular Reroute Spray	RRS

II. NETWORK MANAGEMENT CONTROL ACTIVATION

Network Management Controls may be activated on a flexible or preprogrammed basis. Each type is discussed below:

A. **PREPROGRAMMED CONTROL:** This is an arrangement where preprogrammed decisions concerning percentage, type of traffic, type of control, and via route have been made.

B. **FLEXIBLE CONTROL:** This feature enables the Network Manager to implement the most desirable control without being confined to Preprograms. In this method, an input message is sent to the switching system to be controlled. This message contains the trunk group or code to be controlled, type of traffic, and via route (if applicable) to be used.

C. **PRE & POST HUNT CONTROLS:** Trunk group controls which affect a call before it makes an attempt on the controlled group are called **pre-hunt** controls. Those controls which affect a call after it overflows the controlled group are called **post-hunt** controls. Each type of control is listed below in the proper category.

1) **Pre-hunt**	2) **Post-Hunt**
CANT	CANF
SKIP	RR
IR	RRS

III. ROUTING CLASSIFICATIONS

At least one routing classification is specified in each network management control. The routing classifications available are Alternate routed (ALT), Direct routed (DIR), and Direct and Alternated Route (DAR). Traffic routing classifications are described as follows:

A. **ALTERNATE ROUTED (ALT):** This classification affects network traffic which has overflowed another trunk group and alternate routed to the controlled trunk group. Implementing a control using ALT only will not affect any traffic using the controlled trunk group as a first route.

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[5] PP may be either protective or expansive depending on the translation information in the PP.

Example: As shown below, the application of an ALT control on the A-C trunk group only affects traffic overflowing the A-B trunk group.

FIGURE 1.

B. **DIRECT REROUTED (DIR):** This classification affects network traffic which used the controlled trunk group as the first route. Implementing a control using DIR only, will not affect any traffic overflowing to the controlled group from another trunk group.

IV. PROTECTIVE CONTROL DESCRIPTIONS

A protective control is any network control that reduces the number of network paths or codes on which a call is allowed to make an attempt. Most protective controls block the affected calls and send them to an announcement or reorder tone (ROT or office overflow). However, the SKIP control only prevents the call from making an attempt on the controlled trunk group. Protective controls are used to prevent attempts to network problem areas. These problem areas could be a failed or congested switching system, circuit outages, or excessive calling to a particular location or area due to storms, floods, disasters, etc. The reasons for reducing attempts are varied and in some cases involve protecting the controlling offices as much as protecting the troubled area.

For example, any central office having a large trunk group to a failed switching system will experience numerous transmitter time-outs. If the attempts to the failed system are not reduced, all the originating system's transmitters could be delayed awaiting start dial indication from the failed system. In this case, canceling attempts frees transmitters in the originating system to handle productive network attempts. Protective controls can also be used to prevent excessive overflow traffic to a trunk group (ALT) from overpowering first rerouted traffic. Other uses of protective controls include allowing callers in an affected area to gain access to outgoing trunks, confining high-volume special interest calling to a selected area of the network, and preventing the spread of network congestion from one switching system to other switching systems. In extreme cases, special announcements are available to inform the customer of problems and consequently, reduce customer frustration and re-attempts.

A. **CALL GAP:** The Call Gap Control is a code control and not a trunk group control The Call Gap Control replaces the Code Blocking before it is offered to a trunk group. This control is used when the Network Manager wants to allow a measured rate of calling to the gapped number or code. Using NTMOS, call gaps are implemented by specifying the number of calls to be allowed on a given route within a 5-minute period rather than a percentage as is done with

code blocks. Each index is generically arranged to allow one call be output by the controlled machine for the controlled code at the end of each predetermined interval. Table A below shows calls allowed for a 5-minute period and for a 1-hour period and the associated Gap Index. No calls are forwarded during the interval generically associated with the specified gap index. Calls not forwarded are sent to the announcement (normally a No Circuit Announcement) specified when the control was taken. Some useful applications of the Call Gap control are large concert ticket sales, radio station give-aways (not on the choke network), telethons, focused overload calling to disaster areas, etc. A central office can be gapped on 3, 6, 7, or 10 digits. The machine can also gap an interexchange carrier access code (0XXX) or 0XXX + NPA or 0XXX + NPA + XXX call gap.

TABLE A

TYPICAL CALL GAP INDEX TABLE

GAP INDEX	CALLS/ 5 MIN	CALLS/ HR	INTERVAL (SECONDS)
00			OFF
01	OUTLINE	OUTLINE	0.00
02	3,000	36,000	0.10
03	1,200	14,400	0.25
04	600	7,200	0.50
05	300	3,600	1.00
06	150	1,800	2.00
07	60	720	5.00
08	30	360	10.0
09	20	240	15.0
10	10	120	30.0
11	5	60	60.0
12	2.5	30	120
13	1	12	300
14	0	6	600
15	NONE	NONE	STOP

B. **CANCEL FROM (CANF)**: This post-hunt trunk group control prevents the affected overflow traffic from alternate routing to the next in-chain trunk group. Blocked calls are given an NCA announcement. Control application is on a percentage basis and affects DAR traffic. The main purpose of this control is

to make High-Usage groups finals. This control can also be revoked with a message which revokes all flexible trunk group control on all trunk groups. Depending upon the generic, the message is either FLEX-CLEAR- or FX-CLEAR-.

C. **CANCEL TO (CANT)**: This pre-hunt trunk group control prevents the affected traffic from making an attempt on the controlled trunk group. Blocked calls are given an NCA announcement. Control application is on a percentage basis and can affect ALT or DIR and ALT routed traffic. When ALT is specified only traffic which overflowed to the controlled group from another trunk group is affected. This control is available on both a preprogrammed and flexible basis and is used to protect a switch experiencing severe overload or congestion.

D. **CODE BLOCK (CB)**: This control blocks a percentage of calls to the specified code. Blocked calls are sent to either NCA, EA1 or EA2. If the code blocked is a specific line number, it is sent to EA2. EA2 should have 60 IPM associated with it. Calls blocked by this control are blocked prior to trunk-hunt.

E. **MECHANICAL DYNAMIC OVERLOAD CONTROL (DOC)**: This is an automatic overload control feature whereby a failed or congested switching system can generate control signals to be transmitted to other offices. Only a few toll and tandem offices were arranged for the DOC transmit feature. Vendor specific DOC interfaces were rarely compatible. Automatic CCS7 Network Management controls superseded the need for DOC.

F. **PREPROGRAMMED CONTROLS (PP)**: PP controls can include any of the available trunk group controls (CT, CF, SK, RR, & IRR) except trunk reservation. Code controls cannot be preprogrammed.

G. **SELECTIVE INCOMING LOAD CONTROL (SILC)**: This control affects incoming MF signaling traffic only. This is an automatic control which is triggered when the switching system reaches the multifrequency (MF) or REAL TIME (RT) MC1 and/or MC2 overload threshold. The percent of traffic to be affected is entered into translations via the 1500D form. Allowable percentage figures are 0, 12, 25, 37, 50, 62, 75, 87 and 100. Normally the percentage input for MC1 is lower than that input for MC2. The switching system monitors incoming bids for service on a SILC controlled group and based on the specified percentage will place a percentage of bids on the High and Wet list. They will remain in the high and wet condition until the customer hangs up or the distant switching system's equipment times out. The control is designed to be used for switching systems that have neither DOC nor real time network management capabilities.

H. **SKIP CONTROL (SK)**: This pre-hunt trunk group control causes the affected traffic to skip over the controlled trunk group and attempt to find a trunk in the next alternate trunk group. Control application may be 000, 50, 75, and 100% and any affect DIR and/or ALT traffic. When ALT is specified, only traffic which overflowed to the controlled group from another trunk group is affected. Skip's may be either flexible or preprogrammed.

I. **TRUNK RESERVATION(TR)**: This pre-hunt trunk group control may only be activated on a flexible basis. It consists of two levels. First is protectional reservation of equipment (PRE) and second is directional reservation of equipment (DRE). When the number of idle trunks on the controlled trunk group drops below the specified PRE threshold, all ALT traffic attempts are sent to NCA. When the number of idle trunks on the controlled group drops below the DRE threshold all traffic (ALT & DIR) is sent to NCA.

V. **EXPANSIVE CONTROL DESCRIPTION**: Expansive controls consist of reroutes. Reroutes allow traffic destined for one trunk group called the From Trunk Group (FTG) to be routed to another trunk group called the To Trunk Group (TTG).

There are four types of rerouted controls. These are **Immediate Reroute** (IRR), **Regular** (overflow), Reroute (RR), **Immediate Reroute Spray** (IRRS), **Regular** (overflow), and **Reroute Spray** (RRS). An IRR is a pre-hunt trunk group control that diverts the affected traffic to the via route before offering it to the controlled group. IRR's primary use is for facility failures when the CGA is missing. An RR is a post-hunt control that diverts the affected traffic after it overflows the FTG. It is used for facility failures, trunk shortages and to relieve pressure to a Tandem. IRRS is just like an IRR except that it can have up to seven via. An RRS is just like a RR except that it can have up to seven via. One major difference between PP sprays and flexible sprays is that PP sprays only offer the call to one TTG. Flexible sprays will hunt through all TTG's in a circular hunt.

A. **REROUTE CONSIDERATIONS**: With reroutes there are two traffic considerations:

1) Non-Reroutable Traffic(NRRT) - Any code designated non-Reroutable on the 1513form will not be affected by the control. Therefore, if an IRR is activated for a facility failure NRRT will continue to fail.

2) In-Chain Return - With flexible reroutes the Cancel-In Chain Return (CICR) option can be used. This means that returned to normal call processing.

B. **PP REROUTE OPTIONS**: The following options are available with preprogrammed reroute controls.

1) Two hunting options for FTG (immediate and regular)

2) Percentages for controlling traffic (0, 25, 50, 75, 100%)
3) Selections of TTG's (maximum of three)

C. **ENHANCED REROUTE OPTIONS:** Enhanced or flexible reroutes are activated with a TRY message. For a regular reroute (RR) all traffic is considered ALT. The following options are available with flexible reroute controls:

1) Able to spray traffic among 1 to 7 TAGS.
2) Cancel the normal in-chain trunk routing
3) Control traffic percentages by 12.5% increments
4) Two hunting options for the FTG (immediate and regular)
5) Offer traffic to the next TTG if the first TTG is busy.

APPENDIX DCO

APPENDIX DCO
INTERCONNECTION SCHEDULE

Metropolitan Exchange Area	Direction [1]	BROOKS Interconnection Wire Center (BIWC) [2]	SWBT Interconnection Wire Center (SIWC) [3]	NIP [4]	Interconnection Activation Date
OKLA CITY	BROOKS TO SWBT INTRALATA, INTERLATA, TOPS	OKCYOK?	OKCYOKCE13T	OKCYOKCE	
	BROOKS TO SWBT LOCAL	OKCYOK?	OKCYOKCE03T	OKCYOKCE	
	BROOKS TO SWBT 911	OKCYOK?	OKCYOKUN	OKCYOKUN	
	SWBT TO BROOKS INTRALATA, INTERLATA, TOPS	OKCYOK?	OKCYOKCE13T	OKCYOK?	
	SWBT TO BROOKS LOCAL	OKCYOK?	OKCYOKCE03T	OKCYOK?	
	SWBT TO BROOKS 911	OKCYOK?	OKCYOKUN	OKCYOK?	
TULSA	BROOKS TO SWBT INTRALATA, INTERLATA, LOCAL, TOPS	TULSOK?	TULSOKTB03T	TULSOKTB	
	BROOKS TO SWBT 911	TULSOK?	TULSOKTBDS1	TULSOKTB	
	SWBT TO BROOKS INTRALATA, INTERLATA, LOCAL, TOPS	TULSOK?	TULSOKTB03T	TULSOK?	
	SWBT TO BROOKS 911	TULSOK?	TULSOKTBDS1	TULSOK?	

For the purposes of IntraLata Meet Point Billing, the billing percentages will be 50% for SWBT and 50% for BROOKS. For InterLata Meet Point Billing, the percentages will be 100% for BROOKS. As BROOKS enters additional markets, the Meet Point Billing Percentages will be negotiated based on ownership of facilities.

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[1] This column will be completed by indicating the direction of the terminating traffic (e.g., either BROOKS to SWBT or SWBT to BROOKS.)

[2] **BROOKS INTERCONNECTION WIRE CENTER (BIWC)** - The address of the BROOKS location that will house the interconnection equipment and through which SWBT will terminate traffic on BROOKS's network.

[3] **SWBT INTERCONNECTION WIRE CENTER (SIWC)** - The address of the SWBT end office or tandem through which BROOKS will terminate traffic on SWBT's network.

[4] **NETWORK INTERCONNECTION POINT (NIP)** - The NIP is the location where SWBT and BROOKS facilities connect. The NIP will be identified by address and V&H Coordinates. The NIP for traffic going from BROOKS to SWBT and going from SWBT to BROOKS could be different. Where the physical interface occurs at a SWBT end office or tandem, the NIP shall be located at the SIWC. Where the physical interface occurs at the BROOKS location, the NIP for that interconnection shall be located at the BROOKS location.

APPENDIX ITR

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APPENDIX ITR

Trunking Requirements:

This Appendix provides descriptions of the trunking requirements for LSPs to interconnect with SWBT. The attached scenarios depict the recommended trunk groups for message network, E911 and Operator Services interconnection. All references to incoming and outgoing trunk groups are from the perspective of the LSP.

A. LSP Originating (LSP to SWBT):

1. Local Traffic and IntraLATA Interexchange (Toll) Traffic:

When there are separate SWBT access and local tandems in an exchange, a separate local trunk group shall be provided to the local tandem and a separate intraLATA toll trunk group shall be provided to the access tandem. When SWBT has a combined local and access tandem in an exchange, intraLATA toll traffic may be combined with the local traffic on the same trunk group. When an LSP interconnects directly to a SWBT end office, local traffic may be terminated over a direct trunk group to the SWBT end office; however, intraLATA toll traffic shall be provided over a separate trunk group to the SWBT access tandem. This trunk group(s) shall be one-way outgoing only and can utilize either Multifrequency (MF) or Signaling System 7 (SS7) protocol signaling.

The designated trunk group traffic use code and modifier shall be as follows:

Trunk Group Type	To	Code & Mod	Scenario
Local Only	SWBT Local Tandem	**TOJ**	3,4
Local Only	SWBT End Office	**IEJ**	2,4
Local/IntraLATA Toll	SWBT Combined Local/ Access Tandem	**DDJ**	1,2
IntraLATA Toll Only	SWBT Access Tandem	**DDJ**	3,4

2. InterLATA Interexchange Traffic:

InterLATA traffic shall be transported to the SWBT access tandem over a separate trunk group from local and intraLATA toll traffic. This trunk group may be set up as one-way or two-way (two-way is preferred) and can utilize either MF or SS7 protocol signaling. The traffic use code and modifier for this trunk group should be **MDJ** (see Scenario 1, 2, 3 or 4).

3. IntraLATA 800:

A separate trunk group from the LSP to SWBT will be required for IntraLATA 800 service if the LSP chooses to handle the 800 database queries from its switch location. The purpose of the separate trunk group is to provide for the segregation of LSP originating 800 IntraLATA call volumes to ensure the proper billing of intercompany settlement compensation.

The trunk group shall be set up as one-way outgoing only and may utilize either MF or SS7 protocol signaling. The traffic use code and modifier for this trunk group should be **DD800J** (see Scenario 1, 2, 3 or 4).

When the LSP chooses SWBT to handle the 800 database queries from their switch location, all LSP originating 800 service queries will be routed over the InterLATA Interexchange Carrier (MDJ) trunk group. This traffic will include a combination of both InterLATA Interexchange Carrier 800 service and IntraLATA LEC 800 service that will be identified and segregated by carrier through the database query handled through the SWBT tandem switch.

4. E911:

A segregated trunk group will be required to each appropriate E911 tandem within the exchange in which the LSP offers Exchange Service. This trunk group shall be set up as a one-way outgoing only and shall utilize MF signaling. The traffic use code and modifier for this trunk group shall be **ESJ** (see Scenario 1, 2, 3 or 4).

5. **Mass Calling (Public Response Choke Network):**

A segregated trunk group shall be required to the designated Public Response Choke Network tandem in each serving area. This trunk group shall be one-way outgoing only and shall utilize MF signaling. It is recommended that this group be sized as follows:

< 15001 access lines (AC)	2 trunks (min)
15001 to 25000 AC	3 trunks
25001 to 50000 AC	4 trunks
50001 to 75000 AC	5 trunks
> 75000 AC	6 trunks (max)

The traffic use code and modifier for this trunk group shall be **TOCRJ** (see Scenario 1, 2, 3 or 4).

B. LSP Terminating (SWBT to LSP):

1. Local Traffic and IntraLATA Interexchange (Toll) Traffic:

SWBT shall provide local traffic to the LSP over a separate trunk group from the local tandem. SWBT may choose to trunk directly to an LSP from a SWBT end office. In those exchanges where SWBT has a combined local and access tandem, SWBT shall normally combine the local and the IntraLATA toll traffic over a single trunk group to the LSP. When SWBT has a separate access and local

tandem in an exchange, a trunk group shall be established from each tandem to the LSP. This trunk group(s) shall be one-way incoming only and can utilize either MF or SS7 protocol signaling.

The designated trunk group traffic use code and modifier shall be as follows:

Trunk Group Type	From	Code & Mod	Scenario
Local Only	SWBT Local Tandem	**TGJ**	3,4
Local Only	SWBT End Office	**IEJ**	2,4
Local/IntraLATA Toll	SWBT Combined Local/ Access Tandem	**TCJ**	1,2
IntraLATA Toll Only	SWBT Access Tandem	**TCJ**	3,4

2. InterLATA Interexchange:

InterLATA traffic shall be transported from SWBT's access tandem over a separate trunk group from local and IntraLATA toll traffic. This trunk group may be set up as one-way or two-way (two-way is preferred) and can utilize either MF or SS7 protocol signaling. The traffic use code and modifier for this trunk group will be **MDJ** (see Scenario 1, 2, 3 or 4).

C. Operator Services:

1. No Operator Contract:

Inward Operator Assistance (Call Code 121) - LSP may choose from two interconnection options for Inward Operator Assistance as follows:

Option 1 - Interexchange Carrier (IXC) Interface

The LSP may utilize the Interexchange Carrier Network (see Scenario 6). The LSP operator will route its calls requiring inward operator assistance through its designated IXC POP to SWBT's TOPS tandem. SWBT shall route its calls requiring inward operator assistance to the LSP's Designated Operator Switch (TTC) through the designated IXC POP.

Option 2 - LSP Operator Switch

The LSP reports its switch as the designated serving operator switch (TTC) for its NPA-NXXs and requests SWBT to route its calls requiring inward operator assistance to LSP's switch. This option requires a segregated one-way (with MF signaling) trunk group from SWBT's Access Tandem to the LSP switch. The traffic use code and modifier for this trunk group should be **OAJ** (see Scenario 7). The LSP's operator will route its calls requiring inward operator assistance

to SWBT's operator over an IXC network. Two-way trunking on the OA group is not recommended.

2. Operator Contract with SWBT:

a. Directory Assistance (DA):

The LSP may contract for DA services only. A segregated trunk group for these services would be required to SWBT's TOPS tandem. This trunk group is set up as one-way outgoing only and utilizes MF and Operator Services signaling. The traffic use code and modifier for this trunk group should be **DAJ** (see Scenario 5).

b. Directory Assistance Call Completion (DACC):

The LSP contracting for DA services may also contract for DACC. This requires a segregated one-way trunk group to SWBT's TOPS tandem. This trunk group is set up as one way outgoing only and utilizes MF signaling. The traffic use code and modifier for this trunk group should be **DACCJ** (see Scenario 5).

c. Busy Line Verification:

When SWBT's operator is under contract to verify the LSP's end user loop, SWBT will utilize a segregated one-way with MF signaling trunk group from SWBT's Access Tandem to the LSP switch. The traffic use code and modifier for this trunk group should be **VRJ** (see Scenario 5).

d. Operator Assistance (0+, 0-):

This service requires a one-way trunk group from the LSP switch to SWBT's TOPS tandem. Two types of trunk groups may be utilized. If the trunk group transports DA/DACC, the trunk group will be designated as **ETCMFJ** (0-, 0+, DA, DACC) (see Scenario 5). If DA is not required or is transported on a segregated trunk group, then the group will be designated as **ETCM2J** (see Scenario 5). MF and Operator Services signaling will be required on the trunk group.

D. Trunk Design Blocking Criteria:

Trunk forecasting and servicing for the local and intraLATA toll trunk groups shall be based on the industry standard objective of 2% overall time consistent average busy season busy hour loads (1% from the End Office to the Tandem and 1% from tandem to End Office based on Neal Wilkinson B.01M [Medium Day-to-Day Variation] until traffic data is available). Listed below are the trunk group types and their objectives:

Trunk Group Type	Blocking Objective (Neal Wilkinson M)
Local Tandem	1%
Local Direct	2%
IntraLATA Interexchange	1%
911	1%
Operator Services (DA/DACC)	1%
Operator Services (0+, 0-)	0.5%
InterLATA Direct	1%
InterLATA Tandem	0.5%

E. Forecasting/Servicing Responsibilities:

SWBT shall be responsible for forecasting and servicing the trunk groups terminating to the LSP. The LSP shall be responsible for forecasting and servicing the trunk groups terminating to SWBT end users and/or to be used for tandem transit to other provider's networks, operator services and DA service, and interLATA toll service. In accordance with mutually agreed upon trunk engineering rules, the Parties shall establish direct end office primary high usage trunk groups for Local Traffic.

F. Servicing Objective/Data Exchange:

Each Party agrees to service trunk groups to the foregoing blocking criteria in a timely manner when trunk groups exceed measured blocking thresholds. Upon request, each Party will make available to the other, trunk group measurement reports for trunk groups terminating in the requesting Party's network. These reports will contain offered load, measured in CCS (100 call seconds), that has been adjusted to consider the effects of overflow, retrials and day-to-day variation. They will also contain overflow CCS associated with the offered load, day-to-day variation, peakedness factor, the date of the last week in the four week study period and the number of valid days of measurement. These reports shall be made available at a minimum on a semi-annual basis upon request.

Parties agree that no more than 2% of the first route, direct or alternate final trunk groups carrying local or intraLATA toll traffic will exceed a measured blocking threshold of 3% (1% design blocking objective) during a designated study period. Parties also agree that no more than 2% of the first route, direct or alternate final trunk groups carrying interLATA traffic will exceed a measured blocking threshold of 2% (1/2% design blocking objective) during a designated study period. These objectives shall be based upon 20 valid days of measurement data and a trunk group size of seven or more trunks. Parties shall monthly self report % No Circuit (NC) blocking on these groups to requesting parties by the 15th of the month following the report month based upon a designated four week study period ending the last full week, containing no holidays, of the calendar month. The % NC report will identify any trunk group that exceeds its measured blocking threshold by its common language code. The following information shall also be reported: design blocking objective, measured blocking, busy hour, number of valid days when all measurements were available during the study period and an

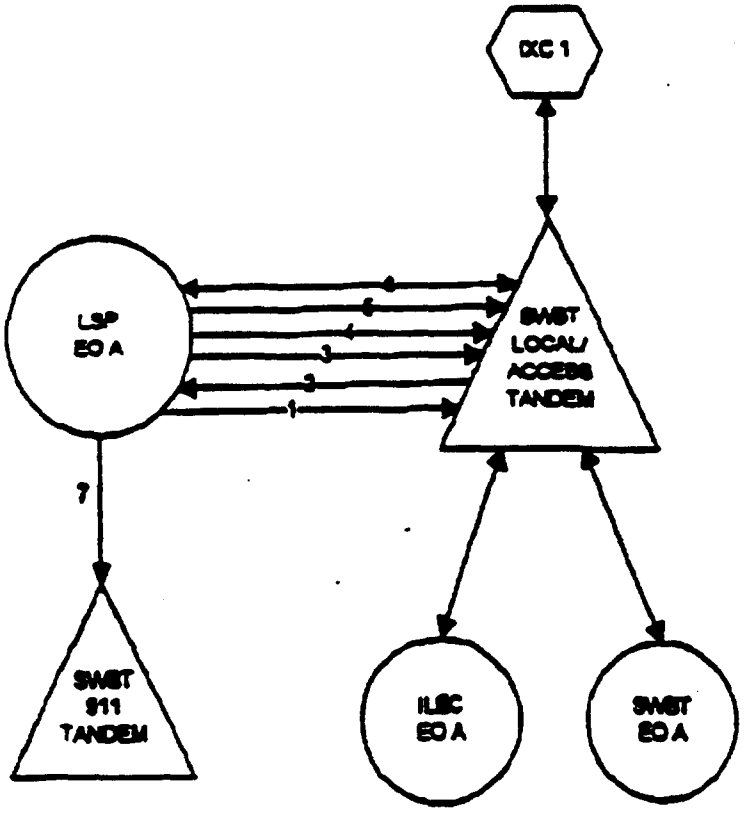
explanation for the excessive blocking. The measured blocking % NC shall be calculated by dividing the number of blocked calls by the number of offered calls. Exceptions to the threshold objectives will be made for groups overflowing due to weather/natural disaster, facility/central office failure, mass calling/telemarketing events and other extreme non-representative events.

G. Trunk Facility Under Utilization:

At least once a year both parties will exchange trunk group measurement reports (as detailed in Section F) for trunk groups terminating to the other Party's network to determine whether there is excess trunk group capacity. Each Party will determine the required trunks for each of the other Party's trunk groups for the previous 12 months. The required trunks will be based on the objective blocking criteria included in Section D and time consistent average busy hour usage measurements from the highest four consecutive week (20 business day) study. Excess capacity exists when a trunk group, on a modular trunk group design basis, has 48 trunks. Trunk groups with excess capacity will be identified and communicated to the other party as candidates for downsizing. If excess capacity is found to exist, and a Party with excess capacity on a trunk group wishes to retain the current trunk group size or increase it, the Party agrees to compensate the other Party if during the next 12 month period, the trunk group continues to have excess capacity. The Party agrees to a rate of $5,000 per year, per modular trunk design digroup (24 trunks), over the required trunks (plus 10% allowable spare expressed on modular trunk design basis).

SCENARIO 1

SINGLE RATE AREA - COMBINED SWBT LOCAL/ACCESS TANDEM WITHOUT DIRECT END OFFICE, ILEC OR IXC TRUNKING



1. DDJ INTRALATA AND LOCAL (MF OR SS7 SIGNALING)
2. TCJ INTRALATA AND LOCAL (MF OR SS7 SIGNALING)
3. TOCRJ MASS CALLING (MF SIGNALING)
4. DD800J INTRALATA 800 (MAXIMIZER 800) (MF OR SS7 SIGNALING) #
5. MDJ INTERLATA ONLY (MF SIGNALING) ●
6. MDJ INTERLATA ONLY (MF OR SS7 SIGNALING)
7. ESJ EMERGENCY SERVICE (MF SIGNALING)

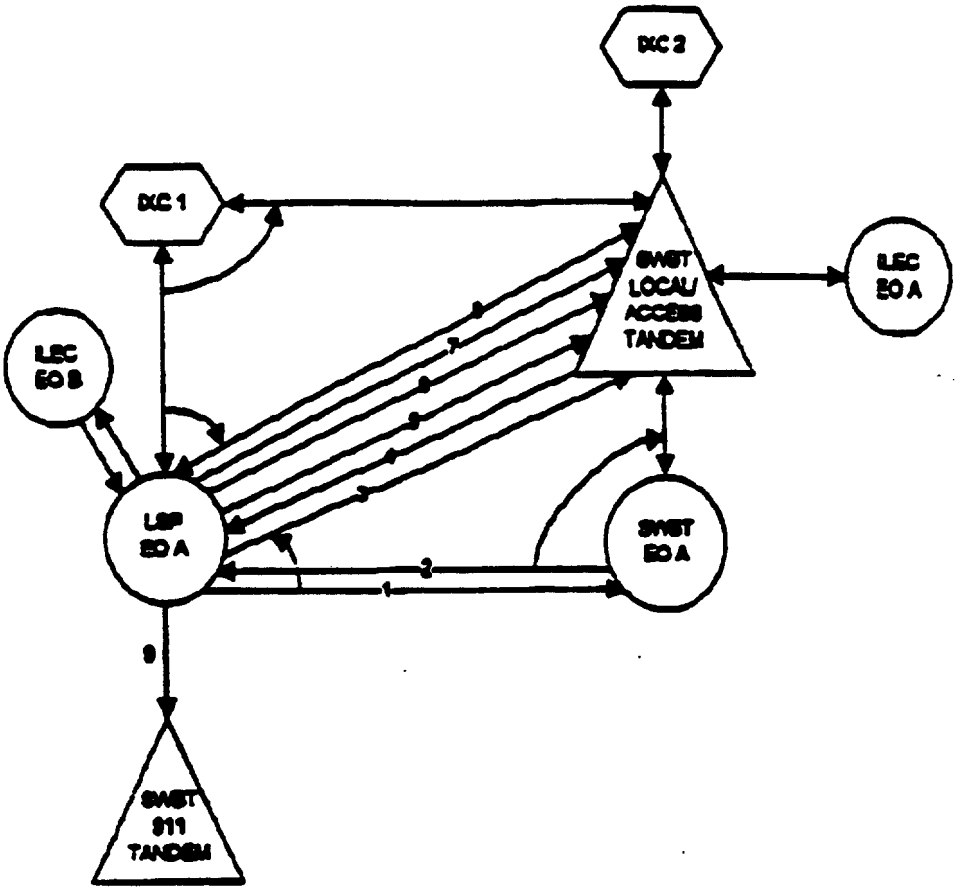
Required if SWBT does not perform the database query for the LSP

● Requires at the Dallas 4 ESS switch only for 1XXXXX # cut through and Feature Group B over D

Revised 3/18/96

SCENARIO 2

SINGLE RATE AREA - COMBINED SWBT LOCAL/ACCESS TANDEM WITH SOME DIRECT END OFFICE, ILEC AND IXC TRUNKING



1. MJ — LOCAL ONLY (MF OR SS7 SIGNALING)
2. MJ — LOCAL ONLY (MF OR SS7 SIGNALING)
3. EOJ — INTRALATA AND LOCAL (MF OR SS7 SIGNALING)
4. TCJ — INTRALATA AND LOCAL (MF OR SS7 SIGNALING)
5. TOCRJ — MASS CALLING (MF SIGNALING)
6. DO800J — INTRALATA 800 (MAXIMIZER 800) (MF OR SS7 SIGNALING) #
7. MDJ — INTERLATA ONLY (MF SIGNALING) @
8. MDJ — INTERLATA ONLY (MF OR SS7 SIGNALING)
9. E9J — EMERGENCY SERVICE (MF SIGNALING)

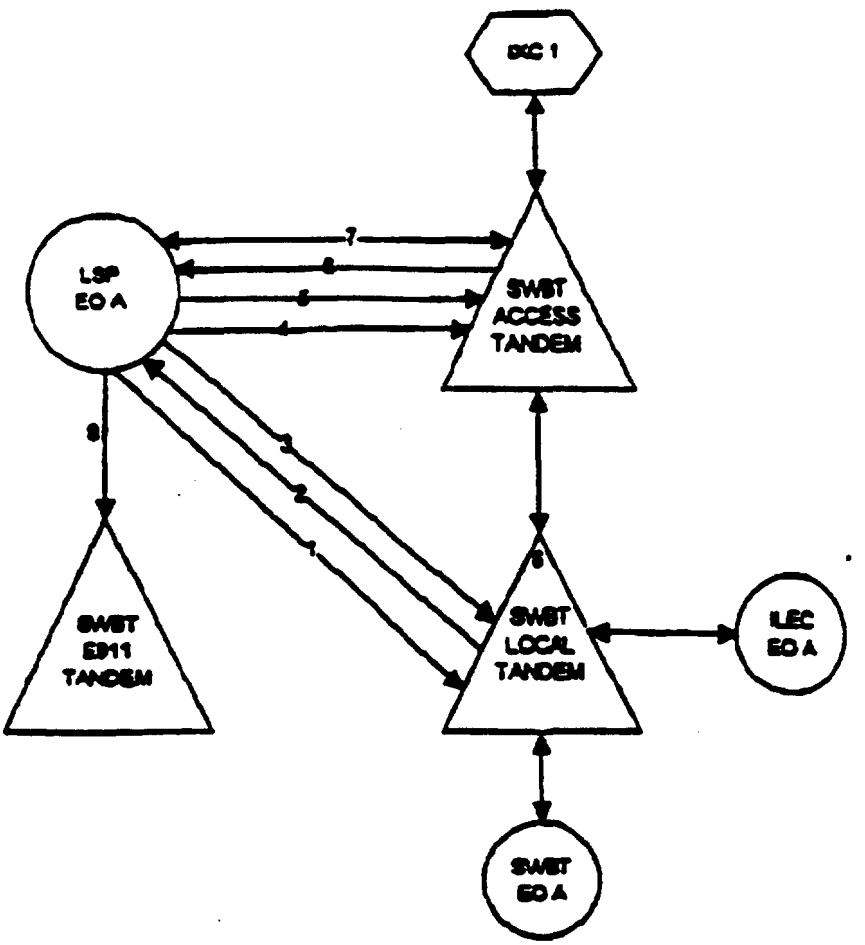
Required if SWBT does not perform the database query for the LSP

@ Required at the Dallas 4 ESS switch only for 10XXX # out through and Feature Group B over D

Revised 3/19/96

SCENARIO 3

SINGLE RATE AREA - SEPARATE SWBT LOCAL AND ACCESS TANDEMS WITHOUT DIRECT END OFFICE, ILEC OR IXC TRUNKING



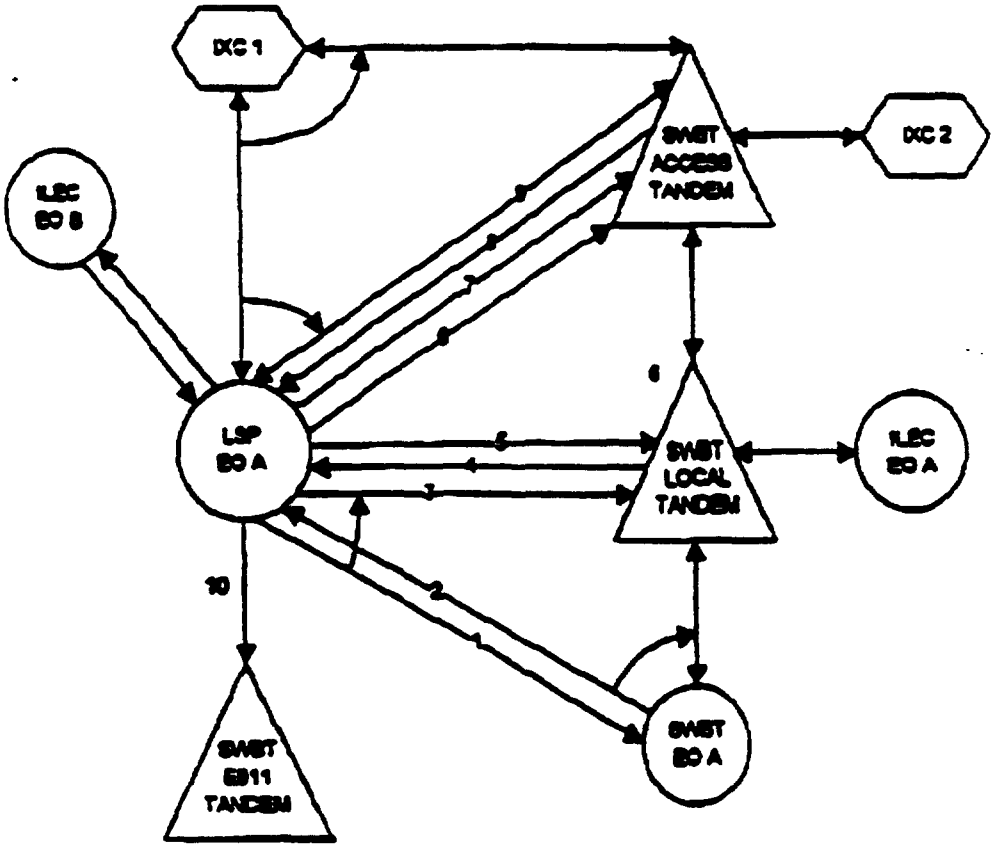
1. TCJ LOCAL ONLY (MF OR SS7 SIGNALING)
2. TSJ LOCAL ONLY (MF OR SS7 SIGNALING)
3. TOCRJ MASS CALLING (MF SIGNALING)
4. DOSDDJ INTRALATA 800 (MAXIMIZER 800) (MF OR SS7 SIGNALING) 9
5. DDJ INTRALATA ONLY (MF OR SS7 SIGNALING)
6. TCJ INTRALATA ONLY (MF OR SS7 SIGNALING)
7. IXCJ INTERLATA ONLY (MF OR SS7 SIGNALING)
8. SSJ EMERGENCY SERVICE (MF SIGNALING)

9. Required if SWBT does not perform the database query for the LSP

Revised 2/18/98

SCENARIO 4

SINGLE RATE AREA - SEPARATE SWBT LOCAL AND ACCESS TANDEMS WITH SOME DIRECT END OFFICE, ILEC AND IXC TRUNKING



1.	IBJ	LOCAL ONLY (MF OR SS7 SIGNALING)
2.	IBJ	LOCAL ONLY (MF OR SS7 SIGNALING)
3.	TCJ	LOCAL ONLY (MF OR SS7 SIGNALING)
4.	TBJ	LOCAL ONLY (MF OR SS7 SIGNALING)
5.	TOCRJ	MASS CALLING (MF SIGNALING)
6.	DDB00J	INTRALATA 800 (MARKER 800) (MF OR SS7 SIGNALING) #
7.	DDJ	INTRALATA ONLY (MF OR SS7 SIGNALING)
8.	TCJ	INTRALATA ONLY (MF OR SS7 SIGNALING)
9.	IXDJ	INTERLATA ONLY (MF OR SS7 SIGNALING)
10.	EBJ	EMERGENCY SERVICE (MF SIGNALING)

Required if SWBT does not perform database query for the LSP

Revised 3/16/96